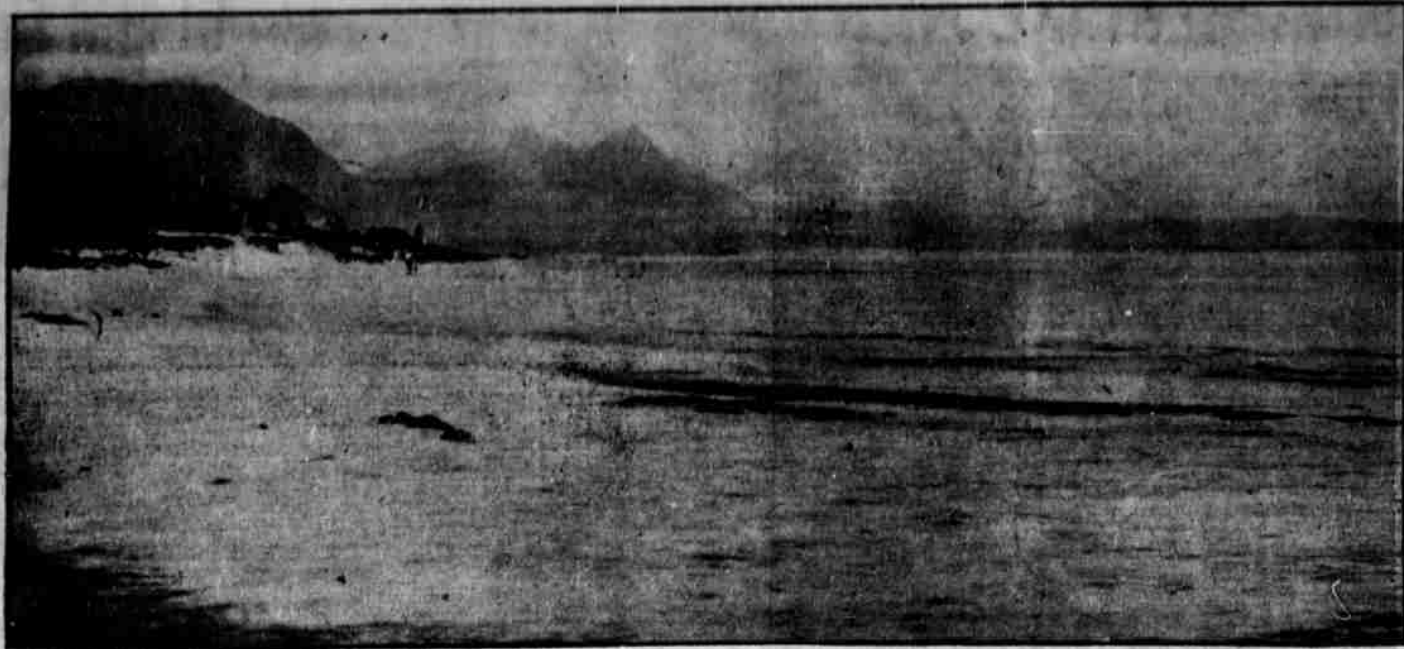


MANCHURIA DRIFTS INTO A BETTER PLACE A STRONG CURRENT HIGH WINDS LAST NIGHT



THE WAIMANALO SHORE.

—Advertiser Photo.

On Board S. S. Manchuria, Friday, Aug. 24, 1906 (9 a. m.). The Manchuria lost a bow anchor last night, the 8-inch hawser parting from being chewed on the edge of the reef.

It blew considerably last night and about 2 a. m. today the Restorer was signalled to strain on the ropes. Half speed was put on and maintained all night, with the result that the liner lay easy until daylight, when the weather quieted.

For a short time in the early a. m. the vessel jumped considerably. During the night she went twenty feet astern and worked a trifle inshore. She is now considered to be in the best position she has been in since grounding.

There is a brisk breeze blowing outside and the water in the bay is choppy. There is but little swell, however.

The tug Eleu arrived at 7:50 with the tender Pioneer in tow. The latter has fresh water aboard for the Manchuria. There is some talk of bringing the bulk Melancthon from Honolulu to take the 14,000-pound anchor aboard.

Captain Saunders is pleased with the vessel's position, but naturally deeply regrets that adequate resources are not at hand to make a supreme effort to float his vessel.

Whether the cargo will or will not be taken out of her until Capt. Metcalf arrives is unascertainable at present. The probability is that it will not be moved until the last thing, when everything is ready.

The S. S. Maheno, bound from Vancouver to Honolulu, has just been sighted.

This morning the soundings showed: Stern—18 feet.

"Midships—24 feet, port side; 19 feet, starboard side.

Forward—18 feet, immediately under stem.

She is not making any serious quantity of water.

It really doesn't look as if it would be any good to try and pull the vessel off with the appliances at present at hand. Her natural draught is 25 feet and the soundings show 18 feet. This means that 18 feet and 7 feet of the hull in sand and coral must be dragged—a pretty large-looking contract.

DISTINGUISHED VISITORS.

Waimanalo Plantation, Aug. 24, 1906, (12:30 p. m.).

The 14,000-pound anchor has not yet been got out. The ship has not the timber necessary to lash the bents together, which are to be used in placing the big mud-hook. This work will need stout lumber.

The plantation has supplied four big timbers, 8x8 and 50 ft. long. It is lucky that they were available for otherwise an order would have had to be sent to town.

The launch Brothers will tow the timber from here to the ship.

Lloyd's Agent Wodehouse is expected here this afternoon.

Captain Slattery, Admiral Very and Robert Boyd went to Makapuu Point this morning to inspect the lighthouse site. The party came over in a four-mule government rig, toiled by Ben Gallagher.

W. M. Giffard and Harold Giffard arrived here this morning. Richard Ivers, E. Tenney and crowd are also here and are going to take a look at the ship.

Despite rumors to the contrary it is admitted by those aboard who know that the Manchuria's double bottom is intact. She has probably sprung a butt.

READY FOR SOUVENIRERS.

Chief Steward Veazie is in dread of the legion souvenir-hunters which is expected on Sunday. All the silver has been boxed and everything portable removed to safe-keeping. Veazie says that if he had anything to do with it he would screw down the funnels and double screw the port windows.

It is reported that visitors will not be allowed on board on Sunday. If any do put in an appearance, however, a lot of wooden toothpicks with the word "Manchuria" on them, will be about everything of souvenir value available.

The steamer J. A. Cummins is expected here this afternoon for a load of sugar. The little craft will not go to the Manchuria today.

M'KENNA NO. 2.

On Board S. S. Manchuria, August 24, 1906 (1:45 p. m.).

F. C. Field and R. Churton have arrived. The former will make sketches and take photos and Churton will run his typewriter for Hackfeld & Co. R. A. Kearns is also at the landing. His object is pleasure.

Ed. Dulsenberg, who is stationed at the plantation, attending to the message end of the affair, works day and night. He is called "McKenna No. 2 of the Waimanalo hut." Messages come by the dozen and the wire is kept hot all the time. Some are wise mes-

sages, but many are to a degree foolish and make Ed. excruciatingly hostile.

EYE TO MAIN CHANCE.

A Japanese soda-water vendor has arrived with his little stand. A "lomo" man is said to be on the way to Waimanalo also from a neighboring hamlet. There is certain to be a big demand for eatables, drinkables and smokable at the landing on Sunday, and preparations are being made to make hay while the sun shines.

THE INVALUABLE AUTO.

The automobile is playing an important part in this business. The machines are simply indispensable as a means of rapid transit when speed means everything.

The trail from the landing to Waimanalo plantation is anything but good. Indeed, it would not be doing it an injustice to brand it as bad. It is sandy and as full of holes as a con dog is of tricks.

Now and again a machine gets stalled, but Chauffeur Lloyd Schmidt, who is running all the time between the landing and the plantation, is an expert and daring driver and can be relied upon to "get there" every time. Lilla is another chauffeur who has made a reputation for himself by his record of good runs over the Nuuanu and Waimanalo paths.

A MOSQUITO PLAGUE.

Waimanalo plantation may not hold the dividend record, but it sure has the mosquito record. The pests breed in the reservoir and lagoon near the mill and thousands of larvae pass through the suction pump every minute in a steady stream, reaching the fields in most cases alive.

There is no truth, as far as Waimanalo is concerned, in the statement that a mosquito only lives 24 hours. I marked one in my bed-net two days ago and he is still alive and doing business at the old stand.

Where the cane is two feet tall the insects are so thick that the laborers can hardly eat their lunch, so tormented are they. In the early morning, while waiting to go into the fields, each Jap may be seen swishing furiously at a dense cloud of "skeeters" hovering round his head.

The luns fight the pests with one hand while hitching a cinch with the other.

In size, the Waimanalo mosquito is insignificantly small, but for viciousness and energy his equal has yet to be found. They make chicken-raising round the plantation almost an impossibility.

"Did you find any mosquitoes?" innocently inquired Manager Chalmers of a visitor.

"No, they found me," was the savage reply.

BIG ANCHOR DOWN.

Aboard S. S. Manchuria, August 24, 1906 (3 p. m.).

The 7-ton anchor has just been put out on the port quarter. Attached to it is the heavy mooring cable used to tie the vessel to the buoys at the government moorings in Hongkong.

The cable was taken out on a platform between two boats and the anchor in a similar way between two other boats. The Brothers then towed.

The gear was very heavy and took a long time to get ready. The job of placing the anchor was neatly done without waiting for the timber from the plantation.

The steamer Cummins passed by on her way to the landing a short time ago. She put some stores for the Restorer aboard a launch.

The tug Eleu is waiting to tow the tender Pioneer to Honolulu. The latter is being loaded with the Manchuria's deck-load of coal oil.

A THRIVING PLANTATION.

Visitors to Waimanalo are favorably impressed with the quiet little spot. Forty-two hundred tons of sugar have been taken off the plantation this year. Three hundred laborers, mostly Japanese, look after 1500 acres of cane land.

Waimanalo pays a dividend of 2 per cent a month and has been doing so for a long time. With more water it would be one of the best paying plantations in the islands.

The manager, Mr. Chalmers, knows his business thoroughly, and he and those working with him pull excellently well together.

Mr. Arthur Irvine is butcher, book-keeper and accountant, while Head Luna Scott is also timekeeper and team luna. They are a hustling pair. Scott has been head luna a couple of years and Chalmers has been manager for going on 12 years.

The plantation is set in a hollow of the hills and is beautifully situated. There is sport to be had with a gun, pheasants, doves, occasional wild pigeons and plover at times making a good bag.

In the still watches of the night the goats may be heard crying one to another across the paths. A banter with

a rifle may here find an excellent test of marksmanship.

MISSED HIS POI.

Now and again a native boy, acting as messenger, comes aboard. One day he intimated that he was hungry and was taken into the cook's galley and there turned loose. Such wealth of good things had never before greeted his hungry gaze and he gorged himself to his heart's content.

After getting through six courses, and doing justice to each, he boarded the sampan going to shore, remarking, "I hope I'll be home in time for my square meal and my poi." Talk about pearls and porkers!

THE SITE INSPECTORS.

Admiral Very and Capt. Slattery have returned from Makapuu Point and gone to town. Their inspection of the light-house site has caused them to form a favorable impression of same. It is a hard place to get to, but there is lots of stone lying handy which can be used for construction purposes.

THE LATEST WORD.

Aboard S. S. Manchuria, August 24, 1906 (5 p. m.).

The Manchuria, quivering like a hurt thing, still lies on the reef. Bereft of all power of response, she is buffeted about at the will of the wind and the waves.

Captain Foster, representing Lloyd's, has had a good deal to say in the operations so far carried on. He appears to be in better touch with the situation than almost anyone else aboard, and his advice has been much sought.

The boilers of the liner are not misplaced, but the steam pipe is broken in all save one.

There is every reason to believe that the outer bottom is still in good shape and that the plates are probably undamaged.

ORDERS TO GO EASY.

There is now no doubt that orders have been received from the owners and insurers not to do anything but hold the ship until the arrival of Captain Metcalf and Pillsbury. Should anything happen to the vessel through acting without orders the insurance companies concerned would most probably be cleared.

"WAIT," THE WATCHWORD.

Until Metcalf is ready to go to work a strain will be kept on the Manchuria, both by the Restorer and her own winch pulling on the anchors. The result will probably be that little by little she will be worked into deeper water, thereby greatly facilitating Metcalf's operations.

So far all has been done that could possibly have been done toward the ship's salvation. Metcalf will order power from Honolulu and pull on her for all her worth, meanwhile lightening her up.

The Eleu left with the tender Pioneer in tow at 5:10 p. m. The tender had aboard the Manchuria's deck-load of kerosene oil, about 2500 cases.

Both these craft, captained by Captains McAllister and Lane, are certainly earning their money these days. They will take another supply of fresh water out to the Manchuria tomorrow.

ABOARD THE PIONEER.

Honolulu, Aug. 24, 1906 (9 p. m.).

Eleu and Pioneer arrived at Hackfeld's wharf at 8 p. m. Considering that the latter has a flat bottom, she went through the choppy sea wonderfully well. The old Eleu made rather woe weather of it and jumped about considerably.

After rounding Makapuu Point the wind was fair and the procession went a-humming.

Owing to the disablement of the Pioneer's printing plant the dinner menus were written instead of printed, which caused considerable disappointment to the passengers.

CHIEF KELLY'S VIEWS.

Said Engineer Kelly, coming down: "I was on the Rio de Janeiro when she went on the rocks, some twelve years ago, 100 miles from Nagasaki. She lay there for five days and was taken to Hongkong, where 57 new plates were put in the bottom and seven of the old ones stood rolling out and were put back. The Manchuria, I consider, is sure to get off."

Tom McLean of the Eleu and Capt. Lane are all of the same way of thinking.

Kelly estimates that Honolulu will benefit to the amount of at least \$20,000 from the enforced stay of the Manchuria's passengers in Honolulu.

AYRES.

The bark Andrew Welch has finished discharging her cargo of building material and will be moved this morning from the Bishop slip to the railroad wharf for sugar. She has already taken on 3000 bags and will sail on Thursday or Friday of next week with a full cargo of 20,000 bags.

WIRELESS SHOULD BE ON ALL STEAMERS

Major Van Vliet, U. S. A., commanding officer at Camp McKinley, stated yesterday that in his opinion it would be wise for the government to equip all its transports with wireless systems.

In view of the disaster to the Manchuria. With such systems aboard, news of disasters at sea or upon shores of islands such as the Hawaiian group would be quickly sent to centers of population and assistance got.

The Major said yesterday that had he a full equipment of materials he would run a military telegraph line to the shore opposite the Manchuria.

It has been suggested that this is a splendid opportunity for the Signal Corps of the Hawaiian National Guard to establish relay signal stations from the deck of the Manchuria to Waimanalo landing, to Makapuu Pass to Koko Head, Diamond Head and town, for the conveyance of messages. There are times when messages are desired to be sent to and from the Manchuria, quickly and without wasting the time necessary to send the same verbally or in writing by means of sampans and row boats.

The local signal corps has a fine equipment of heliograph and night flash apparatus and not only would those interested in the fate of the steamer be aided, but the corps would have an invaluable opportunity to put their knowledge to a practical test.

The cable steamer Restorer has a wireless system aboard and messages have been sent from there to town by the naval wireless station on some occasions. Of course, the use of these two stations interferes with the wireless system in force between the islands. Superintendent Gaines says that a cable man aboard the Manchuria could use a flag to signal messages from the Manchuria to the Restorer and then put the dispatch upon the wireless on the vessel. The flag system employs but one banner and the code is the same as that used on the cable instruments.

Owing to the fact that some of the passengers of the Manchuria now in Honolulu cabled to San Francisco to have the agents there book them for accommodations on the Korea from that point, Messrs. Hackfeld & Co., agents of the Pacific Mail Company, have found it necessary to issue the following communication:

Pacific Mail Steamship Company, Agency, Honolulu, August 24, 1906.

Dr. Wm. H. Day, Chairman of the Manchuria's Passengers Meeting, Moana Hotel, City.

Dear Sir: We have information to the effect that some of the Manchuria's passengers have been making reservations on the Korea by cable. You will readily see the confusion and dissatisfaction which this procedure is calculated to bring about, and we desire to say that we cannot and will not recognize any of these reservations so secured. Under the circumstances, the entire matter must be left in the hands of this office, assisted and cooperated with by the good sense and forbearance of all of the Manchuria's passengers. Will you please, at your next meeting, if you agree with us, explain the matter fully, and oblige.

Very respectfully yours,

(Sgd.) H. HACKFELD & CO., LTD., Agents.

Dr. Day, chairman of the Manchuria's Passengers Meeting, has called a meeting for Monday afternoon, Aug. 27th, at 5 p. m., on the Roof Garden of the Young Hotel, to take up the above matter. Dr. Day may not be present at the meeting, however, as he intended leaving yesterday for the Volcano trip.

BOWEL COMPLAINT IN CHILDREN.

During the summer months children are subject to disorders of the bowels which should receive careful attention as soon as the first unnatural looseness of the bowels appears. The best medicine in use for bowel complaint is Chamberlain's Colic, Cholera and Diarrhoea Remedy as it promptly controls any unnatural looseness of the bowels, whether it be in a child or an adult. For sale by all dealers and druggists; Benson, Smith & Co., Ltd., agents for Hawaii.

"ON APPROACHING THE ISLAND OF OAHU I NOTICED A STRONG WESTERLY SET."

This is the way Captain Stinson of the United States Army Transport Logan described to Captain Humphrey, U. S. B. Depot Quartermaster, U. S. A., his observation of currents encountered by the transport as she neared Honolulu. The transport arrived here Wednesday.

This is a direct confirmation of the statement made by Captain Dowdell of the Oceanic liner Alameda, and is in line with the reports of various island captains as to an unusual commotion in the waters around the islands since the Valparaiso disaster, which was apparently followed by a tidal wave sweeping clear across the Pacific Ocean from Chile to the Hawaiian Islands and beyond.

Captain Humphrey states that in conversation with Captain Stinson the incident of the current was brought up. The statement was made while the officers were discussing the seemingly incredible maneuvering of the steamship Manchuria which resulted in her piling up on the coral reef in Waimanalo Bay several miles to the northward of the usual steamer course through the channel between Oahu and Molokai en route to Honolulu.

It is understood that Captain Stinson put his observations in writing and forwarded the same to Captain Saunders.

Captain Stinson's statement may have an important bearing on the inquiry on the Manchuria disaster and will tend to clear up the mystery of the Manchuria's almost unaccountable course, so far off the usual track of steamers.

From the statements made by Captain Dowdell and Captain Stinson it begins to look as if the currents were in a large measure responsible for the wrecking of the big steamship. It is not unlikely that Captains Dowdell and Stinson may be called to testify at the inquiry, to give expert testimony as to the marine conditions at about the time the Manchuria met with her accident.

Captain Stinson also stated that he took pains, immediately upon ascertaining the direction of the current, to counteract its influence on the transport.

CAPTAIN MATSON GAINS A BRIDE

(By Wireless Telegraph.)

HILO, August 24. — Capt. Charles Matson surprised his many friends yesterday by the announcement of his marriage to Miss Hoyt of San Francisco. The ceremony occurred on board the Clyde. A very few of the Captain's most intimate friends were present. Miss Hoyt was a passenger on the last down trip of the Clyde.

MANY COMING ON KINAU.

HILO, August 24.—Following is the Kinau passenger list: Mrs. C. E. Rowe, Mrs. O. H. Walker, Mrs. M. R. K. Cramer, Miss M. Wane, Miss Mary Miller, W. W. Thayer, Miss E. C. Lyons, Mrs. Broderick and two children, J. Cummins, I. E. Ray, W. Ballentyne, Miss Ivy Kekiki, Mrs. Luka, Kuhine, Miss A. Silva, Mrs. C. Anderson, Miss M. Olsen, F. E. Nywander, G. W. Viera, J. Tosh, Miss Palewall, Miss Marian Wilhelm, Dr. and Mrs. Fukal, Miss Mabel Ladd, Miss C. Gulney, J. W. Bamberg, Col. Geo. French, Dr. J. S. Stone, H. R. Lequear, J. J. Hurd, H. H. Palmer, T. F. Seymour, Dr. Schultz, Miss Macadam, Miss Kate Kelley, W. A. Beers, Miss Helen Thomas, Miss N. Richard, Dr. Nordgaard, K. Hedemann, Mrs. J. A. Kennedy, W. A. Kennedy, S. Kennedy.

KOHALA TELEPHONE CO.

KOHALA, August 24.—The Kohala Telephone Co. held a meeting at the club at 3 p. m. yesterday. The old officers were re-elected.

Light rains last night and this morning.

TIDAL WAVE HITS HILO.

The reports from Maui of a twelve foot tidal wave which did damage at Maunaloa Bay and Macpherson's Landing are rendered more interesting from the fact that there was a disturbance in local waters last Friday morning. The wave which was observed on Maui came on Wednesday night so that it would seem odd that so long a time should elapse between the two. At all events the watchman at the Matson Navigation Company's warehouse on the Waikoa river reported that shortly after four in the morning the water suddenly left the river and for a short space of time, the bed of the stream was almost dry. It returned to the normal very gradually. Shortly before ten o'clock, when the S. S. Kinau's passengers were going to the wharf it was noticed that the river was again acting erratically, running out with great speed. The change of level then amounted to about two feet which was not sufficient, of course, to cause any damage.

The opinion has been hazarded that the recent seismic disturbances on the South American coasts may have had some relation to the waves.—Hawaii Herald.

DINNER TO KUHIO.

The Merchants' Association of Honolulu have practically decided to tender a banquet to Delegate Kuhio within a few days in return for the attention he paid the island delegates who went to Washington to aid in securing the passage of the Refund Bill. It is said that through his interesting himself the members of the delegation were enabled to meet Senators and Representatives who were of great use to them during their stay and who, probably, would not have been met but for the fact that Kuhio took the island men in hand and aided them. The affair will be an invitational one. W. A. Mears, representing the Portland Chamber of Commerce, will be invited to be present.

HIGH WINDS LAST NIGHT

(From Sunday's Advertiser)

Telephone communication between the beach at the Manchuria wreck and Honolulu was opened up yesterday at noon. This newest station of the telephone company is four miles from the office of the Waimanalo plantation, through which the wire passes, and the stringing of this four miles of wire along the fence posts and on the lan-tana bushes was done in a little less than three and a-half hours.

This extension is already proving of the greatest advantage in keeping the agents here in close touch with those aboard the liner, the long and rough trip over the sands from the landing to the plantation phone station being done away with. And, as the messages for the Manchuria and the answers have been going and coming at the rate of about fifty a day since Monday, the saving in time and trouble is considerable.

MANNING BACK AT WORK.

The revenue cutter Manning, with full coal bunkers and a fresh supply of tackle, got away for the scene of the disaster yesterday morning, ready to stand by and assist the Restorer in holding the big vessel in her place until Expert Metcalf arrives with his wrecking apparatus for her rescue. The Pioneer also returned yesterday to the windward coast, being taken out in tow of the Fearless, which has replaced the plucky little Eleu for the work. The Pioneer was heavily loaded with timbers for rafting anchors and with supplies for the crew, fresh water, etc.

A MATTER OF INSURANCE.

It is the opinion of some that the question of insurance has something to do with the passiveness of the interested ones at this end of the cable, the liability of the underwriters being in question in the event of the vessel being floated before the arrival of their representative, who is accompanying Captain Metcalf on the Ventura.

The insurance on the vessel is one and a-half millions, placed in London, and it is supposed to be a question not yet settled whether, under the circumstances, it would not be more to the advantage of the Pacific Mail to surrender the boat to the underwriters than to have her floated by their own exertions. Private advices from San Francisco are to the effect that the underwriters have already taken over the Manchuria, although this report can not be confirmed here by the agents.

SEAS GETTING ROUGH.

Word came from Waimanalo last night that the wind was freshening and the water getting quite rough, worse than has been the case for the past two or three days.

The position of the wrecked steamer was unchanged and the work of those on board was being directed to shifting certain portions of the cargo beyond damage from the water, which was finding its way into the hull in two of the compartments. So far no leaks had been located and from the limited amount of water encountered there are no bad ones.

With the proper tackle and the experts, it is not probable that there will be any changes to note regarding the Manchuria. The Restorer and Manning will confine themselves to keeping their lines on the vessel ready to pull should the weather threaten to drive her further ashore.

TRIPPERS TO THE WRECK.

There will be a big influx of Honoluluans at Waimanalo today, hundreds of people having made arrangements to cross the Pali for a view of the stranded Manchuria. Practically every vehicle in town, private rigs and automobiles and every outfit at the livery stables, have been spoken for, and the possibilities of the Pali road will be tested fully.

Others are arranging to visit the wreck by water and many small vessels will round Rabbit Island and cruise in the neighborhood.

Postmaster Pratt has received authority from Washington to withdraw any through mail coming in the steamers Korea and Hongkong Maru addressed to any of the passengers of the Manchuria.

While thin hair and baldness are undesirable for men, they are vastly more so for women. Nothing adds more to the adornment of women than rich, heavy, flowing tresses. The hair is too valuable to allow it to suffer from neglect. So just as soon as you notice that your hair is coming out you should use

Ayer's Hair Vigor

It checks falling of the hair promptly. This feature of Ayer's Hair Vigor is now recognized as most marked, and has brought to this preparation a world-wide reputation.

You cannot possibly have a splendid head of hair when the scalp is covered with dandruff. We urge upon all who are in any way troubled with dandruff to begin the use of Ayer's Hair Vigor at once.

Do not be deceived by cheap imitations which will only disappoint you. Make sure you get AYER'S Hair Vigor.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U. S. A.

HOLLISTER DRUG CO., Agents.